

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

FIRE ABOARD F/V *MISS COURTNEY* *

KIM OFF THE COAST OF POPOF * Accident No.: DCA24FM047

ISLAND SAND POINT HARBOR, *

ALASKA ON JUNE 18, 2024 *

* * * * *

Interview of: COREY K. WILSON, Owner/Operator
Miss Courtney Kim

via telephone

Tuesday,
June 25, 2024

APPEARANCES:

KEVIN WILLIAMS, Senior Investigating Officer
United States Coast Guard

DAVID FLAHERTY, Investigator-in-Charge
National Transportation Safety Board

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Corey K. Wilson:	
By Mr. Williams	4
By Mr. Flaherty	23
By Mr. Williams	27

I N T E R V I E W

(11:14 a.m. AKT)

MR. WILLIAMS: All right. This is Kevin Williams with the U.S. Coast Guard, Sector Western Alaska and U.S. Artic, formerly Sector Anchorage, with the owner/operation of *Miss Courtney Kim*, fishing vessel, that sustained fire and subsequent sinking on June 18th of 2024, near Popof Island.

My name is Kevin Williams, W-i-l-l-i-a-m-s.

And, Corey, if you would go ahead and introduce yourself.

MR. WILSON: Hi. Corey K. Wilson, the owner of fishing vessel, *Miss Courtney Kim*, C-o-r-e-y, K. Wilson, W-i-l-s-o-n.

MR. WILLIAMS: Okay. Go ahead, David.

MR. FLAHERTY: My name is David Flaherty, last name spelled F-l-a-h-e-r-t-y. I'm the investigator-in-charge for the National Transportation Safety Board.

MR. WILLIAMS: Okay. Corey, as I mentioned a minute ago, I actually have the recorder is on now, and if that's okay with you, I'll leave it on and we'll proceed with the interview.

MR. WILSON: Okay. Perfect.

MR. WILLIAMS: Okay. Great.

INTERVIEW OF COREY K. WILSON

BY MR. WILLIAMS:

Q. All right. So, David and I are both doing this as a joint investigation. It's required by law. We could get into that more if you want a further explanation, but essentially we're going to

1 see what happened, what, if anything, we could recommend to
2 prevent incidents like this from occurring in the future. And,
3 just in general, overall maritime safety. So, if you can start --
4 I know you -- we've spoken several times in the past, but can you
5 start by just kind of give a general brief history of your
6 commercial fishing vessel experience.

7 A. I've been fishing with my Dad since I've been 11 years old
8 (indiscernible) that we used to fish with and started running my
9 own boat when I was 15. And got my first seiner (ph.) when I
10 turned -- or in 1985. And then I fished seine (ph.) ever since,
11 caught cod for probably 25 years, did some halibut back in the
12 derby days in the Bering Sea, king crab up at (indiscernible) two
13 opening -- well, I guess I went to one opening, at least two other
14 times. And, been sailing all my life pretty much.

15 Q. Okay. And your fishing experience, is it all in Alaska or
16 have you fished anywhere else?

17 A. I fished down in Washington with a friend, just helped him
18 out for a couple a couple of openers down in Hood's Canal and that
19 was about the size of it.

20 Q. Okay. Fair enough.

21 A. Bering Sea crab on a different boat one time.

22 Q. Right. Okay. How about *Miss Courtney Kim*, when, if you
23 remember, when did you purchase her?

24 A. 2011 or 12, something like that.

25 Q. Okay. And I see from your survey that you had, you initially

1 told me it was last year, but it's really 2022. I see that you've
2 done quite a bit of routine maintenance and upgrades over the
3 years. Anything significant stick out in your mind where
4 something was a good idea or not so much or you wished you had
5 done something differently?

6 A. Well, I put 10,000 pounds of steel on the bottom of the keel
7 one time, one year and made the boat more stable, but *Just In*
8 *Case*, the other boat that I own, is the exact same boat but it has
9 like 30,000 pounds more cement in it, and we were getting thrown
10 all over the place and he wasn't. So I put that 10,000 pounds of
11 steel on the bottom. The ballast is number one. *Courtney Kim*,
12 that boat was just immaculate. It's just (indiscernible) right
13 now.

14 Q. For sure.

15 A. I had the main engine completely rebuilt from the crank up,
16 had a new big generator put in, fancy new hydraulics so I could
17 fast hauling my nets, new little generator. Immaculate boat.

18 Q. Yeah, you did share a few pictures. It looked like a really
19 nice boat, and like I said, from the survey, it looks like you put
20 a lot of work and maintenance. So thank you for having done that
21 over the years. How about -- so let's go now, just a few days
22 getting ready to fishing. So, the fire was on the 18th. What was
23 the day or 2 before when you actually -- so you homeport in King
24 Cove, correct?

25 A. Right.

1 Q. So start me making preps for getting underway for that trip.

2 A. Well, my boat is always turn key ready to go. We were down
3 Sand Point and made two sets (ph.), the season closed. And, my
4 son needed help working on the engine for his power skiff. When I
5 came back to King Cove, there was not fishing. It's early on in
6 the season here. So I'm not going to miss out on anything. So I
7 came back to King Cove, and the crew was all standing by barbequing
8 and enjoying themselves. We had beautiful weather. I worked in
9 the warehouse on my son's skiff for 2 days, and then we just got
10 everything in the water, ran it, and tested it all out. Time to
11 go, boys, and we jumped on the boat and Justin on the *Just In*
12 *Case*, and I on the *Courtney Kim*, took off from Sand Point.

13 Q. Okay. So, when you took off from Sand Point, had you started
14 fishing. I think at one time you told me you were waiting for the
15 opener?

16 A. Yeah, were able to go fishing but the weather was so bad that
17 we didn't even make the fit. So we just anchored up in Simeon's
18 Bite.

19 Q. Okay. So, now we're out to -- so you left Sand Point on what
20 day? The 16th, 17th.

21 A. That's when I left King Cove.

22 Q. I'm sorry. I stepped on you. Say that again.

23 A. I didn't -- I found a fishing area at Sand Point. It's a
24 fishing area. We left King Cove for the Shumagin Islands I guess
25 I'll put it. Didn't go into Sand Point at all.

1 Q. Right. Now, I understood, I understood that part. And I saw
2 on Justin's AIS, I saw the approximate location of Simeon Bite.
3 Okay. So now, we're on the hook, and it's the morning of the
4 18th. So, can you walk me through that day?

5 A. Yeah. I woke up about, I don't know, I always wake up about
6 6:30, 7, and watched the news and we got Starlink. So we're able
7 to see the news on the boat and TV. I got up and made some coffee
8 and looked down in the engine room like I normally do every
9 morning, and I could see the bilge pump area from where my --
10 looking down the steps, and then I went up to the wheelhouse, did
11 a look around, looked at the back deck. Then I went to the back
12 to do my thing, and then made coffee and some of that. And, got
13 my coffee cup from the wheelhouse and went in the bathroom and did
14 my thing there. And I came out and I bumped into my son right at
15 the corner of the companion way to the engine room coming down
16 from up in the for peak where he sleep.

17 He said, Dad, what's that smell. And I said, I don't know.
18 I opened the engine room door up and it was full of smoke. We
19 hollered for the crew to get out of the boat and get their stuff,
20 what they could grab. Andrew told them I guess to get what they
21 can and get out in the skiff ASAP, and I grabbed the hose and
22 started fighting -- squirting water down that way in the engine
23 room, and wished there was fire extinguishers or I don't even know
24 what you call the proper for the built in firefighting things that
25 are built into a boat. And, I hollered to Andrew to get the

1 survival suits, pull those out on the deck, and that was pretty
2 much, pretty much it.

3 Q. I don't remember if you wrote it on your 2692 or one of your
4 sons wrote it in the statement but somebody shut off the
5 ventilation and closed the door and pulled the pin to what's
6 listed on your survey as a halon system. So did you activate that
7 or did one of the boys?

8 A. You know, I closed the door right away to keep the smoke from
9 flooding the galley, and I pulled the pin on one or two of the
10 things. I think there were three or four of those pins on the
11 boat. I know I pulled a pin on it, on one and pushed down on it
12 or if Andrew did. You know, I'm having trouble with the whole
13 ordeal.

14 Q. Yeah.

15 A. I don't even, I don't even know how my phone got put in a
16 duffle bag.

17 Q. Yeah, I'm sure it's quite the experience. It all happened so
18 fast. So the remote station, is it in the passageway outside the
19 engine room?

20 A. It's inside of the passageway. It's inside of the door on
21 all the Delta boats.

22 Q. But outside the engine room or do you have to open the engine
23 room door?

24 A. You have to open the engine room door.

25 Q. Okay. And do you recall how many, how many motions? Is it

1 pull a pin, turn a valve, pull a cord, for operation or do you
2 recall what specific the process is?

3 A. Pull a pin and push down a red handle above, I don't know, 3
4 1/2 inch, 3 inches in diameter. You just hit it with the palm of
5 your hand.

6 Q. Yeah. Okay. When I talk to Justin, I'll ask him if he can
7 send me a picture of his. Does he have a similar system on his
8 boat?

9 A. He used to have it in there before it sunk and it wasn't a
10 qualification to put it back. So we never did put it back in
11 there yet.

12 Q. Yeah. Okay. Yeah, it's equipment excess of what's required,
13 but we might look at making some kind of recommendation to have
14 one anyway. But, then again, so let's go talked about -- so if
15 you did have a fixed system, is there anywhere in Sand Point or
16 King Cove, anywhere near where your boat's located, to get a
17 professional technician to come service your equipment?

18 A. Yes, we have firemen at King Cove that comes down and weighs
19 all the equipment.

20 Q. For the portables though.

21 A. Portables, yes.

22 Q. Yeah, but he wouldn't be certified to do a fixed system,
23 would he or is it possible?

24 A. No, definitely not. You have to send them to Seattle.

25 Q. Okay. Yeah, and I don't know that you could disconnect it

1 and then send it and then reconnect it without a technician. How
2 about if you were to voyage from King Cove to Dutch Harbor? How
3 long's that voyage take?

4 A. Eighteen hours or so weather permitting.

5 Q. Yeah. That's a long trip. Have you made it before?

6 A. I've made that trip many times.

7 Q. Yeah. But you would prefer not to?

8 A. I'm getting too old to even deal with the Bering Sea. My
9 back can't handle it any more. I need to get surgery on my back,
10 and I've just about had it for fishing.

11 Q. Yeah. I don't blame you. I ride a desk most of my job
12 nowadays. Okay. How about -- so before we get more into -- since
13 we're talking about firefighting, extinguishing, whatnot. How
14 about drills? Do you do drills regularly and include an engineer
15 fire scenario?

16 A. Yeah, my kid, Andrew is -- like I said, this has only been
17 the first day out of port, and just trying to make sure
18 everybody's working. I had three green horn crewmembers with me,
19 and we only make two sets. We never even got into doing the
20 drills yet.

21 Q. Yeah.

22 A. That was on the list.

23 Q. All right. Okay. How about -- so you said you grabbed the
24 water hose. Was that from an installed fire pump or an installed
25 electrical pump or a portable pump? How did you get your water to

1 that hose?

2 A. That hose is a deck hose for washing the deck off.

3 Q. Oh, okay. Does it have decent pressure on it?

4 A. Yeah, it's pretty good pressure on it.

5 Q. Okay. What kind of nozzle is on the end?

6 A. It didn't have a nozzle on the end. It's just flat hose
7 because a nozzle on the end doesn't work for our application.

8 Q. Okay. So, were you with just open hose, just kind of pouring
9 it in there or did you put your thumb over the end to kind of make
10 like a spray?

11 A. Yeah, I had the hose spraying down there with my fingers, and
12 then I also had it just kind of had that end angled to where I
13 thought I seen a little glow looking thing underneath the engine
14 when I could see through the smoke once in a while.

15 Q. Yeah. So let's back up a little bit for a second. You said
16 you went -- you checked the engine room. So when you got up and
17 made the coffee, did you go into the space or just open the door
18 that everything was good?

19 A. I just opened the door and looked down there. My back is
20 getting so bad that climbing up and down those steps is getting to
21 be out of the question. My son runs everything, and then I've got
22 another guy that kind of half assed keeps an eye on all the stuff
23 and he does stuff, but if I have to fix something, I'll waddle my
24 way down there, I guarantee you.

25 Q. Yeah. Okay. So, when your son said he smelled something,

1 and you opened the door and you saw smoke, what did you initially
2 see?

3 A. A solid black looking smoke down there, gray looking smoke or
4 something.

5 Q. Could you tell any idea where the source of the fire or the
6 smoke was coming from?

7 A. Could not see through it. You couldn't even see the engine
8 room floor.

9 Q. Okay. I appreciate that sketch that you gave us. Did you do
10 that from memory?

11 A. Yeah, I know my boat inside and out.

12 Q. Yeah, that's really good. How about while you were, while
13 you were at anchor. You have a big generator and a little
14 generator. That's how you named them on your drawing. Which
15 generator was online?

16 A. The little one.

17 Q. Okay. And then from your access to the engine room from the
18 accommodation, is that at the aft end of the engine room?

19 A. Forward.

20 Q. So above the little generator?

21 A. What's above the little generator you're saying?

22 Q. No. The door to the engine room, where's the door?

23 A. The door is where I drew it at, that square looking thing.

24 Q. Oh, okay. Oh, yeah, engine room access. I gotcha. So
25 that's the door, like a house door, not the access from the deck?

1 A. That's the access from the galley to the engine room, yes.

2 Q. Okay.

3 MR. FLAHERTY: Where is that? I'm looking. I can't see it.

4 MR. WILLIAMS: Are you looking at the drawing, David?

5 MR. FLAHERTY: I see it. I found it.

6 MR. WILLIAMS: There you go. Okay.

7 MR. FLAHERTY: Is that a stairs down or is that a ladder?

8 MR. WILSON: There's a ladder going down that's fixed.

9 MR. FLAHERTY: Okay. Thank you.

10 BY MR. WILLIAMS:

11 Q. So again on that sketch, I would assume it's the portside,
12 behind the 24 volt batteries, there's the fire suppression system.
13 So how was that, how was that in the engine room? Is it mounted
14 against the bulkhead or is it laying the bilges?

15 A. It's laying up high towards the ceiling of the engine room
16 behind the piece of Fiberglas plywood on the backside, it's
17 mounted. And it is a pain in the butt to get to but you can get
18 somebody there to look with a flashlight and see that the gauges
19 for it in the green, but in front of that is the RSW control
20 system.

21 Q. Um-hum.

22 A. And then right down below all that is batteries built into
23 Fiberglas boxes that are -- got covers on them and --

24 Q. Okay. I was going to ask if there was -- if the battery
25 boxes had covers or if they were covered. So do you think it's

1 possible that something in the RSW electrical or is there --
2 that's just all electrical. There's no plumbing into that
3 console, right?

4 A. Yes.

5 Q. Okay. All right. So, -- and then going back to the fire
6 system. So the cable go up into the overhead and then up to the
7 galley passageway?

8 A. Yes.

9 Q. And then to disperse it, you said there was piping, plumbing,
10 in the overhead?

11 A. Yes, it's all aluminum pump pipe, aluminum plumbed in with
12 very nice, neat brackets and aircraft -- I guess they're kind of
13 like an aircraft -- air (indiscernible) maybe or something. They
14 got real nice fittings, and they've got a drop that drops down
15 about 4 inches with a fancy nozzle on it. Delta does a nice job
16 with that kind of stuff.

17 Q. Yeah. Is that piping and the nozzle only in the overhead or
18 does it go in with the bilges as well?

19 A. No, it's just in the overhead.

20 Q. Okay. So this is probably what the manufacturers considered
21 a pre-engineered system. So you basically figure out what your
22 cubic footage is and then you size your system based on that as
23 opposed to have some type of engineer come in and do calculations
24 for like a CO2 system. So do you have any idea how many cubic
25 feet your engine room would be?

1 A. I guess 15 feet long and in the back about 18 feet wide at
2 that point probably, tapered into nothing. So I'd say roughly --
3 I'm trying to find my calculator here.

4 Q. So 15 by 18 by -- how deep is the deepest section, like
5 centerline from the overhead to the keel?

6 A. Yeah, that's probably -- well, you can't really take that
7 square footage of the keel because the bow starts tapering in a
8 lot.

9 Q. I understand. We're just looking for a super, super rough
10 estimate. Can you -- you subtract area for the machinery and
11 everything. I'm just looking for a general overall dimension,
12 length, width, depth.

13 A. The length -- the height of it's probably, oh, shoot, I'm 6
14 foot. If I was standing in the bilge, I would probably -- I
15 wouldn't be able to reach it with my arms straight up. So it's
16 probably I'd say 10, 11 feet.

17 Q. Let's go with 10. So I get a general rough estimate of 2700
18 cubic feet. So it's possible that your bottles, if they worked,
19 may have been undersized for that or they didn't work because it
20 seems like your system did not help to you at all.

21 A. Yeah, I heard a shhh (ph.) but I don't know if it was that
22 thing or if it was the air hose burned up, because the air
23 compressor's sitting right there, too.

24 Q. Yeah. Is it forward or aft of that jar where you've got the
25 RSW?

1 A. What's that?

2 Q. Your air compressor.

3 A. I've got two of them just in front of the refrigeration unit
4 and behind the -- kind of behind the refrigeration control.

5 Q. Okay.

6 A. It's sitting in little cracks. They're just like little --
7 small little Sears Craftsman air compressor that sits in nice
8 little spots.

9 Q. Okay. All right. Let's go back to the firefighting story.
10 So you're spraying water down into the engine room, and the
11 smoke's getting really bad. So let's, let's continue the story
12 from there.

13 A. It wasn't getting really bad. It was bad already.

14 Q. Right. I'm sure it got a lot worse though. So go ahead.

15 A. And then I -- I don't even know how long I was spraying
16 smoke, but -- spraying the hose, but the guys was in there for
17 probably 10 minutes or so spraying and they were trying to get
18 some shit off the deck. I didn't even know my son was alongside
19 the boat. And, they came running up and there was a tremendous
20 amount of heat. They said it was 10, 15 minutes I might have been
21 in there spraying water. I don't have a clue, but I went running
22 up to the wheelhouse to grab my cell phone, and it wasn't there.
23 So I came around and ran out on deck. At that point, there was so
24 much smoke coming out of that galley like it was completely
25 engulfed in flames in the engine room at that time. There was no

1 physical fire, but when I ran across the smoke, I heard guys
2 screaming my name from the *Just In Case*, and I went through the
3 smoke. I knew the boat, and I knew I'd be fine just running
4 straight through it because the door is about 5 feet from the port
5 rail. I know when I get across that smoke, I'd be in the clear of
6 the smoke to climb over on the skiff or the boat or whatever.
7 And, I got over there and no matter, no sooner than I got of the
8 rail, there was physically fire shooting out of the galley door
9 about 4 feet. So I cut the tie up line, and my son took the back
10 tie up line off and ran up to the wheelhouse to drive the *Just In*
11 *Case* away while the guys were stacking the things as fast as
12 Justin's block could haul over there. And then we kind of drifted
13 away, and we were kind of out of whack. So I had my power skiff
14 come -- I was screaming to them to come over and push on the bow
15 so we didn't have to get downwind from the boat and everybody get
16 smoked out with all that black smoke bailing out of there.

17 Q. Yeah, that was a good idea. So you pushed the *Courtney Kim*
18 away from *Just In Case*?

19 A. No, no. My son that let the stern line loose, ran up to
20 drive the *Just In Case* away with it's own power while the guys
21 were stacking net. Justin was running the controls to run the
22 power block to pull the net off the deck, and the little bit of
23 breeze, it was enough to push the boat away from it, and then he
24 put it in gear and turned sideways so they could all stand over
25 the stern. And like I said, when you're hauling net that way, you

1 have no control, steering control. So that little, tiny bit of
2 breeze wanted to push us straight behind the *Just In Case* but I
3 had my skiff come up and push on the portside of the *Just In Case*,
4 to push the bow around so we didn't get back behind it and have to
5 smell all that smoke.

6 Q. Okay. That makes sense. How about other vessels in the
7 area? Was it just you and *Just In Case* or was there other seiners
8 that anchored as well?

9 A. There was another seiner, the (indiscernible) was coming
10 across the bay from a place called -- it looked like -- seen crab
11 lights. It looked like they were coming across from a place over
12 by Kelly's Rock.

13 Q. Okay. But for assistance, all you got was what *Just In Case*
14 was able to give you?

15 A. No, he was going to give us assistance if we needed it, but
16 there was nothing we could do. The boat was completely engulfed
17 with fire and --

18 Q. Right. Okay. So when they pulled your seine off the back of
19 your boat, did it go directly onto his or did it go in the water
20 first and then you were able to salvage it then?

21 A. No, some of it was getting into the water towards the end
22 because we were getting so far away, you know, just trying to --
23 my son was trying to control the boat to stay up off to the side
24 of the smoke. I mean that smoke was like freaking horrible. I
25 mean you wouldn't even imagine how much that smoke was. If you

1 see those pictures, that's what we would have been in if we would
2 let the boat drift and continue hauling seines over the stern of
3 his boat and over the stern of *Just In Case*, we would have been
4 right in that.

5 Q. Right. Okay. All right. So, to continue on with the story.
6 So your crew -- Andrew helped you do some firefighting according
7 to his statement. So we'll talk to him in a little bit. Justin
8 helped from *Just In Case*. We'll talk to him in a little bit, and
9 is it Emil? Is that how you say his name?

10 A. Emil, yeah.

11 Q. Yeah.

12 A. Skiffman.

13 Q. Yeah. So he was in the skiff right from the get go. He
14 grabbed his gear and jumped on the skiff.

15 A. Yeah, as far as I know. Like I said, my head was in the
16 engine room after screaming for guys to get the hell off the boat.

17 Q. Yeah. And then the other ones were Carol. Is that your
18 wife?

19 A. Yes.

20 Q. So she was a cook. She said she got a minor injury. Is she
21 okay?

22 A. Yeah, she's getting better. She thought she broke her toe
23 falling over the rail onto the *Just In Case*.

24 Q. Yeah. So she went over to them, and then your green horns,
25 what did they do? They just grabbed their gear and abandoned

1 ship?

2 A. I was fighting the fire. You have to ask all them people
3 what they were doing.

4 Q. Yeah. I didn't really plan on talking to them because I
5 don't think they did much.

6 A. The only thing they did was grab what they could grab. They
7 lost a lot of their stuff.

8 Q. Yeah.

9 A. And, they helped stack the seine onto the *Just In Case* I
10 believe because they were right in amongst the stack when I came
11 through the fire and jumped across. So they were helping do that.

12 Q. Yeah. So, when you exited, did you run the house that was on
13 fire and then across the back deck or how exactly did you go? Did
14 you go forward or aft when you went to leave the ship?

15 A. I wasn't thinking. I don't know why the hell I didn't go out
16 of the wheelhouse and go right across between the mast and the
17 house and jump across that way. I went down on deck. I was not
18 thinking, and I ran across smoke like -- I just don't even know
19 why I did that.

20 Q. Yeah. I don't know. It's something inside you said run this
21 way I guess. I couldn't tell you why you did that. But you made
22 it off. So that's the main thing like we said.

23 A. You know what. My hair is snow white almost. My wife took a
24 picture of me sitting on here on the *Just In Case* and my hair is
25 coal black.

1 Q. Wow. Yeah. Well, it's fortunate that nobody was injured,
2 you know. It's unfortunate that you lost your boat, but on the
3 bright side, everyone survived and can live another day and buy
4 another boat. So, to wrap up, if you were to do anything
5 differently, what would you think you'd do? Or do you think you
6 did everything that you learned through all your experience, all
7 these years on the ocean and you just did the best you could?

8 A. If I wouldn't have stood there and sucked up all that smoke
9 like I did, blow the fire things off and get the hell out of
10 there.

11 Q. Yeah.

12 A. I'm going to go up to the clinic today and get checked to see
13 if I have a lung deal or not.

14 Q. Are you having trouble breathing?

15 A. Kind of wheezy a little bit and whatnot. I need to go get
16 checked.

17 Q. Yeah. Did you say you already went once when you were
18 blowing the black stuff out of your nose?

19 A. Yeah. Blowing a lot of black stuff out of my throat.

20 Q. Yeah. Are you still coughing that stuff up?

21 A. No, I'm coughing that stuff up any more but I get into these
22 coughing fits. I can't quit.

23 Q. Yeah. You should definitely get that checked out. Okay.

24 I'm going to turn it over to David. I'm sure he's got some

25 follow-up questions for you, and then we'll go ahead and wrap this

1 up and bring in the next guy.

2 MR. WILLIAMS: Go ahead, David.

3 MR. FLAHERTY: I appreciate it.

4 BY MR. FLAHERTY:

5 Q. Sir, sorry to hear about the loss of your boat. But you was
6 able to make it off okay, and that was a good response to the
7 situation. I want to ask you a few questions prior that the
8 accident. Was there any recent maintenance done on any of the
9 equipment in the engine room?

10 A. No, I have a first class boat, and I did all my maintenance
11 before we crab fishing in January.

12 Q. January until the time of the casualty, was there any piece
13 of equipment, the main engine, the generators, that had any issues
14 or problems?

15 A. No, nothing had any trouble.

16 Q. At any point was there any oil or fuel leak that had to be --
17 that happens when an engine's running sometimes, that had to be
18 repaired while you were underway?

19 A. No.

20 Q. How would you consider your bilges? Clean, a little bit of
21 oil.

22 A. All bilges have a little bit of oil but I do have diapers in
23 there that I retrieve with one of those grabbing tools because
24 it's above 4 feet down there standing up from your feet to get all
25 the way to the bottom of the bilge. So I've got a (indiscernible)

1 and aluminum bin boards that go across plating, but when I'm up,
2 up on the -- when I look down from upstairs, I could see right
3 through those cracks and see my bilge pump. It's a white, little
4 pump down there. I leave my engine room lights on all the time,
5 and I always keep an empty bucket down there with a lid and
6 retrieve, retrieve the old oil rags out of the bilge. So the
7 bilge is actually -- I don't know, 75 percent clean. I can show
8 you some bilges in some boats make a guy sick.

9 Q. I'm sure.

10 A. I try to keep mine as best I can. And if I have a leak, I
11 fix it.

12 Q. Good.

13 A. The other person mentioning that they smelled something. Did
14 you smell anything yourself?

15 A. No, I did not. The floors are pretty well sealed up except
16 for up in the for peak where the washer and dryer is. There's
17 some holes gone through. So they would get the first whiff of it.
18 Where I was in the bathroom, that's completely 100 percent sealed
19 with a small hose that goes from the shower into the bilge. I
20 know mine goes to the bow that goes overboard.

21 Q. Okay. Was there anyone on the bridge at the time?

22 A. Just the crewmember sleeping.

23 Q. Okay. You were at anchor, right?

24 A. Yes.

25 Q. Okay. And so when you're at anchor, what's the

1 responsibility? Is there anyone on watch, walking around or is
2 everyone just, you know, they go to sleep and they work during the
3 day?

4 A. Yeah, you're anchored up. You've got your anchor light on
5 and you turn your foghorn on if it's foggy out. We follow the
6 regulations.

7 Q. But you don't have an individual on duty walking around,
8 checking the equipment?

9 A. No.

10 Q. Okay. Prior to the casualty, did you notice potentially like
11 lights flickering or maybe electrical equipment not working like
12 it normally would?

13 A. No.

14 Q. Did anyone on the crew mention that to you saying, hey, you
15 know, the lights keep flickering or there's something over there
16 that's not working right?

17 A. No.

18 Q. From the time you first saw the fire, until the time you
19 abandoned ship, how long do you think that was?

20 A. 15 -- 10, 15, 20 minutes. I don't know. My guys told me I
21 was fighting fire for 15, 20 minutes but I don't know how long. I
22 don't know exactly how long it was before it became engulfed.

23 Q. Okay. Then, when you discovered the fire in the engine room,
24 when you looked inside for the first time and you saw the smoke,
25 did you hear anything out that was unusual?

- 1 A. Say again please.
- 2 Q. Sure. After you opened up the hatch to the engine room, and
3 you looked inside and you saw the black smoke, by chance did you
4 hear anything that was unusual?
- 5 A. Nothing, no.
- 6 Q. Which generator was operating?
- 7 A. The forward one. The little one.
- 8 Q. The little one. Could you hear the little generator
9 operating at the time?
- 10 A. Yes.
- 11 Q. Okay. And when you later said that you saw a glow underneath
12 the engine.
- 13 A. The intermittent glow once in a while when the smoke would,
14 you know, smoke bails and moves around.
- 15 Q. Yeah.
- 16 A. Intermittent see something there. So I kind of half assed
17 tried to get the hose to go in that direction.
- 18 Q. And when you say glow, was it like -- you didn't have any
19 shape to that glow. It was just something you saw glowing?
- 20 A. Yeah, I don't know if there was flame there or I have no
21 clue. It could have been a flame, right, if it was glowing.
- 22 Q. I just want to confirm. Your hull -- what material is your
23 hull made out of?
- 24 A. Fiberglas.
- 25 Q. And the interior, was it Fiberglas and wood or other

1 materials?

2 A. Insides are all framed in with 3/4 inch plywood to make all
3 the bulkheads and all wood teak doors, teak from -- like over
4 everything.

5 Q. Okay. All right. That's all the questions I have for now.
6 Thank you.

7 A. Okay.

8 BY MR. WILLIAMS:

9 Q. Okay. Cory, I don't have anything else. I appreciate your
10 time. There's a possibility that as Dave and I review the notes
11 from this interview and the other documents that you've submitted
12 to me already, I shared those with him, and we're still looking
13 over them. So there's a possibility we may need to speak again in
14 the future, but for now, I think we're done. I appreciate you for
15 your time, and we'll take a short break, and then we'll -- I can
16 put you on hold or I can call -- is there -- that number you gave
17 me for Justin, is better to call that number and just talk to him
18 directly?

19 A. Yeah, I believe he can talk to you.

20 Q. Okay.

21 A. Or you can call this number back.

22 Q. Yeah, why don't I do that.

23 A. Whatever works for you.

24 Q. Okay. Well, if he's got his phone, I'll just call his
25 number, and you guys can trade places but like I said, I need to

1 take a break for the cause, and we'll -- like 5 minutes, I'll call
2 him and like --

3 A. Okay. Perfect.

4 MR. WILLIAMS: Five minute break, David?

5 MR. FLAHERTY: Sure.

6 MR. WILLIAMS: Okay. I'm going to ahead and terminate this
7 recording. It's June 25th at 10:44 Alaska Daylight Time.

8 (Whereupon, at 10:44 a.m. Alaska Daylight Time, the interview
9 was concluded.)

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: FIRE ABOARD F/V *MISS COURTNEY*
KIM OFF THE COAST OF POPOF
ISLAND SAND POINT HARBOR,
ALASKA ON JUNE 18, 2024
Interview of Corey Wilson

ACCIDENT NO.: DCA24FM047

PLACE: via telephone

DATE: June 25, 2024

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Kathryn A. Mirfin
Transcriber